

Senate Passes Curb on Grain 'Change' Gaming

Bill Against Unrestricted Speculation in Foodstuffs Calls for Federal Publicity on All Transactions

Punishment, Suspension Accepted in Amended Form by Chicago Trade Board; Plan Goes to Conference

WASHINGTON, Aug. 9.—The Senate today passed the Capper-Tincher bill to prevent gambling on grain exchanges. The action took less than two hours, most of which was devoted to a speech by Senator Capper, Republican, of Kansas. The bill now goes to conference.

As passed the House, the measure imposed a prohibitive tax upon puts and calls and other speculative transactions and also upon exchanges which do not become "contract markets" under government supervision. It also admitted cooperative associations to membership upon exchange.

The principal Senate amendments propose to modify the records which members and exchanges must make of all transactions, to be available to the Secretary of Agriculture, to suspend members under certain conditions, provide for government publicity of investigations conducted, and business transactions, to cooperative associations to rebate commissions and release sales of cash grain for deferred shipment from the operation of the act.

Senator Dial, Democrat, of South Carolina, did not press an amendment to his bill to regulate trading in cotton futures trading. He held that the Senate Agriculture Committee intended to give it special consideration.

In a statement issued after the passage of the bill, Joseph P. Griffin, president of the Chicago Board of Trade, said that while the legislation was not considered necessary, in view of public sentiment for the regulatory measure, the grain exchanges could "only be the great force of public opinion."

He added that the Senate amendments had removed from the bill "many unfair and burdensome conditions."

Senator Capper argued that "gambling constitutes a great part of all business transacted on grain exchanges." He demanded that producers of food, the victims of speculation, be protected from arbitrary interference by the exchanges with the economic law of supply and demand.

She bill, which aimed at gambling, would not curb unlimited "put and call" elevator companies, exporters, millers and other grain manufacturers, Senator Capper explained, but it would prevent "promiscuous speculation in foodstuffs, dissemination of false crop information and arbitrary interference with the law of supply and demand. The bill does not regulate transactions in cash grain."

Traders Foresee Slight Effect on N. Y. Dealings

Bulk of Grain Business Here Is for Export, Few Brokers Handling Puts and Calls

The Capper-Tincher anti-grain-gambling bill, which was passed yesterday by the Senate and now goes to conference, will have some retarding effect on purely speculative dealings, which are more ordinary in Chicago and other Western cities than here. Out there grain is bought and sold irrespective of any intention to deliver the product, whereas in New York the bulk of trading is in export grain that is actually shipped.

There may be fifty dealers in New York who, now and then, in conjunction with other trading, engage in the practice of puts and calls which is specifically prohibited by this measure. This branch of business, however, will be stopped, but they will not be affected otherwise.

Grain men here are opposed to interference by Congress, but feel that the bill as passed is far less drastic than as first framed.

Peter J. Maloney, of 137 Riverside Drive, another member of the exchange, said that the bill would stop big speculative deals in New York, but would not check speculation entirely.

When the Capper-Tincher measure was introduced in Congress, Walter B. Pollock, president of the New York Produce Exchange, put a grain committee in charge of presenting the opposition of the exchange to Congressional interference with trading. The members of this committee were Yale Kneland, chairman; William H. Kemp, W. C. Mott and A. C. Field.

No Early War, Says Pershing

Tells Camp Grant Student Reserves Will Be Strengthened

SPECIAL DISPATCH TO THE TRIBUNE
CAMP GRANT, Ill., Aug. 9.—"There will be no war tomorrow nor next month nor next year, but no man knows when it will come again," said General John D. Pershing, chief of staff of the United States Army, in an address to 1,200 young civilian soldiers in the Citizen's Military Training Camp here.

"The reserves to which you belong were a joke before the war," said the General. "The relationship between the National Guard and the regulars was not what it should have been, but today we are trying to bring together the old units of the National Guard and the regulars fighting in the war and to rehabilitate them. We are also trying to bring together the reserve divisions."

"The greater part of our army of the future will be composed of young men like yourselves in the reserves, followed by the National Guard and the Regular Army of 150,000 men."

Vessel Especially Designed For Hawaiian Island Service

An example of a vessel designed throughout for a particular trade is the steamship *Manulani*, of the Matson Navigation Company, which has arrived at Philadelphia from Honolulu. On her maiden voyage to Honolulu the *Manulani* is credited with breaking Pacific records for freighters by averaging thirteen and a half knots.

The double bottoms of the ship feature tanks in which fuel oil is carried to the Hawaiian Islands. When the oil is discharged the tanks are cleaned out with high pressure steam jets and filled with molasses for the return voyage. The masts are hollow, extending down into the tanks so as to afford an outlet for expansion of gas in quiet air. A refrigeration system permits the carrying of fish, meats and vegetables in the inter-island trade, and a ventilating system is provided to keep the cargo fresh, sweet and to supply a proper temperature for sugar.

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7 Wesleyans Expelled On Misconduct Charges

Student Body Head and Football Captain Dismissed; Heavy Drinking Bouts Reported

MIDDLETOWN, Conn., Aug. 9.—Wesleyan University has expelled nineteen students, seven for misconduct and twelve for low marks in their studies last term, it was learned tonight. One of those expelled for misconduct was Elliott Newhall, of Springfield, Mass., captain of next year's football team and president of the student body of the college. He played football on the Wesleyan eleven last fall and was president of his junior class.

Action was taken following a conference of Wesleyan officials and alumni called by President William Arnold Shanks. Seven college fraternities were represented. Reports of heavy drinking by certain groups of students were discussed.

Americans Freed From Moscow Jails Start for Border

Red Cross Reports C. R. Crane and Relief Associates at Reval; Soviet Russia Tells of Battle With Famine

WASHINGTON, Aug. 9.—The State Department was informed today by its representatives at Riga and Reval that Americans who have been incarcerated at Moscow were on the way to the frontier yesterday. They were expected to arrive at Jauberg this evening.

RIGA, Aug. 9 (By The Associated Press).—A message received here today by the American Red Cross from Reval, Estonia, says that Charles B. Crane, former United States Minister to China, and four associates arrived at Reval last night on their way from China to the Soviet Union.

The report says that Reval last night that six American prisoners were due to arrive at Camburg, Estonia, today appears to be a mistake, as the State Department report says that the expected to come out of Russia by that route.

On the eve of the arrival of representatives of the American Relief Administration and Soviet Russia to discuss American relief plans, the Soviet government today issued statistics tending to show a greater effort to combat hunger than in other famine years.

According to these statistics, Soviet relief is progressing well, and claims are made that it is possible, with limited facilities, to transport food. From June 20 to July 20, it is claimed, 50,000 peasants, who have been forced to live on grass, have officially migrated to fruitful Siberia by the Moscow-Kazan railway, while 41,000 have been transported by the Volga River.

There are in operation 803 public kitchens with a capacity to feed 6,000,000 persons daily, and ninety-six special kitchens for children with a capacity of 70,000 daily, the report declared, although "naturally food supplies are not plentiful."

The question of overcoming transport difficulties admittedly is a problem confronting the American Relief Administration.

The newspaper *Izvestia* today says that newly formed autonomous republics, such as Azerbaijan, are refusing to accept refugees being transported by orders from Moscow.

ROME, Aug. 9.—An invocation to Divine Providence to hasten the end of the tremendous scourge that is afflicting Russia is contained in the appeal of Pope Benedict for aid for the starving and plague-afflicted Russians, made in his letter to Cardinal Gasparri, the Papal Secretary of State, inviting all Christians and civilized peoples to contribute generously to this cause.

The Pope, in his letter, instructs Cardinal Gasparri to lay the subject before the governments of the various nations for their "prompt and efficacious common action in the name of the love of Divine Redeemer, who gave his blood to make us all brothers."

The Pope's letter implores aid for the millions of men in the basin of the Volga, who are facing the most terrible death, invoking succor from humanity.

"This people," the letter continues, "although separated from us by barriers raised by long centuries, are, because of their calamity, near our paternal heart."

Dog Saves Girl Afire

Barking Attracts Her Brother, But She May Die of Burns

Lucy Elias, six years old, of 56 Allen Street, Jamaica, is in Mary Immaculate Hospital there as the result of burns she suffered yesterday afternoon while playing about a bonfire that she and Helen Nemcek, who lives next door, had kindled in the back yard of the Elias home. The barking of a big Newfoundland dog, Lucy's pet, brought Frank, Lucy's sixteen-year-old brother, rushing out of the house.

Frank tore the burning garments from his sister, painfully burning his hands. Their father, Charles, a policeman, attached to the Far Rockaway precinct, who was off duty, was on the roof of his house, making repairs. He rushed down to the yard, but his son already had torn the clothing from Lucy's body. She was so badly burned, however, that Ambulance Surgeon Nemcek should submit claims for the hospital, said she probably would die.

Ice Cream Dealers Fined

Sixty-three Arrested in Health Department Purge Drive

Thirty-five ice cream dealers, arrested for selling adulterated goods, were fined a total of more than \$1,000 last night by Magistrate Harris.

Sixty-three prisoners were brought into court by the health authorities. Of these, twenty were granted adjournments, and seven were suspended sentences. Fines ranged in size from \$5 to \$100.

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600 Million Tax Cut Is Agreed Upon

(Continued from page one)

made up by a flat corporation tax of 12½ per cent instead of 15 per cent, as recommended by the Treasury Secretary.

It is planned to make up other losses through repeals by the Treasury Department drive to collect back taxes of \$100,000,000, salvage of materials and increased tariff collections.

It also is planned to defer for a time payment of \$100,000,000 of war savings certificates maturing next year.

Further Cuts Forecast
The estimates of the additional reductions in expenditures determined by the House Finance Committee, which the bill would make possible to make still further cuts.

After reducing current expenditures \$250,000,000 more, he said, it is then planned to increase the government income by getting, in addition to the \$100,000,000 from back taxes, \$140,000,000 more from salvage and \$70,000,000 additional from the tariff.

His earlier conference President Harding advised Senators Lodge and Curtis that he hoped Congress before taking a recess would finally dispose of the important agricultural bills pending, and pass a joint resolution extending the emergency tariff.

This was agreeable to the Senators, and on returning to the Capitol they found that the Senate had passed a bill to extend the emergency tariff until general tariff revision takes effect, that the tax bill would be passed by the House, sent to the Senate and referred to the Finance Committee, and then that the Senate and probably the House would recess for thirty days.

The Penrose bill relating to refunding of the foreign debt will not be passed until fall. The President will defer action on the free trade bill until after the proposed recess. With respect to the conference report on the bill the friends of that measure hope to dispose of it before either House quits business.

Cabinet Discusses Rail Bill; Meyer Asks Action

War Finance Corporation Head Declares That Employment of Million Men Is at Stake

From The Tribune's Washington Bureau
WASHINGTON, Aug. 9.—The railroad settlement bill, upon which action by the Senate will probably be deferred until next fall, was under consideration today both in the President's meetings with his Cabinet and with leaders of both houses of Congress and before the Senate Interstate Commerce Committee.

The President, highly desirous of early action on the bill, brought out at the Cabinet meeting that apparently there was some misunderstanding both among members of that body and the general public as to the exact nature of the proposed settlement of accounts between the government and the railroads.

It was announced some time ago that the Railroad Labor Board would not adjudicate claims where the roads claimed losses incurred by inefficient labor during the war. After a series of conferences between the President and labor representatives and executives of the roads, it was agreed that the roads should submit claims that did not include inefficient labor. The Administration stipulated that in case the roads were dissatisfied with such an award they were at liberty to take the question to the courts for settlement. The President learned that many people harbor the impression that the roads were to go to the courts.

He thought a market could be found for some of the equipment trust securities now held by the government, and that if the gross earnings of the railroads continue to improve and the recommendations to two secretaries of the Treasury are adopted and the excess profits tax is eliminated, the government could dispose of these securities at a profit.

"It is estimated that 200,000 men can be put to work once on maintenance if this measure is passed," he said.

The witness estimated that the railroads have approximately 300,000,000 unpaid vouchers. He said he did not think the transportation act had had a fair test because of business conditions.

If business could revive and the railroads could be put on their feet there would be a more prompt reduction in rates than is possible under existing conditions, Mr. Meyer believed. He thought rates should be reduced when

no matter what settlement was agreed upon with government agencies. The facts are that if the roads adjust their claims satisfactorily on the non-inflation basis the motor ends, it is only the claims where dissatisfaction is expressed that will be appealed to the courts.

Hoped for Speedy Action

The situation was thoroughly canvassed at the Cabinet meeting, and the members who had been instructed concerning the situation were enlightened. The Administration hoped for speedy action on the settlement bill in order that funds might be available to adjust the claims which require no further adjudication. The Railroad Labor Board has been paying out nearly \$20,000,000 a month in claims adjusted with a inefficient labor clause left out.

Before the Senate Interstate Commerce Committee Eugene Meyer Jr., managing director of the War Finance Corporation, made a partial statement of his views.

At the same time it was announced that the House Interstate Commerce Committee would consider the bill at a meeting Thursday.

Mr. Meyer took an optimistic view of the effects of the passage of the railroad bill on the business of labor and general business conditions. He declared that in his opinion it would greatly aid the unemployment situation in the country had passed and settlements made with the roads under the employment of a million men this winter or a similar bill."

He linked up together the pending railroad bill and the farm export bill recently passed by the Senate. He expressed the view that the operation of these two measures jointly ought to mean the beginning of the acute period from which the country had suffered.

Mr. Meyer, who did not complete his testimony before the Senate Committee, will resume the stand tomorrow. He said that the Commerce Commission members will follow him.

At the outset Mr. Meyer explained that the bill is intended to give the War Finance Corporation power, in conjunction with the Railroad Administration, to purchase and prepare for flotation about \$500,000,000 worth of railroad bonds, to be turned over to the government in payment of sums due to the government for betterments of the roads in the Federal operation time.

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Mr. Meyer said that the War Finance Corporation would have no business directly with the railroads, that it was proposed to revive the powers of the War Finance Corporation and enable it to buy such securities as it deemed advisable. No appropriation was necessary, he pointed out.

The present tendency is toward improvement of the railroad security market. Passage of the bill, Mr. Meyer said, would stimulate business and cause not a sudden jump but a gradual improvement.

"I think the condition of the railroad is improving," he said. Mr. Meyer added "that an increase in the earnings and a decrease in the expenses has been achieved through skimming the maintenance accounts."

He said the railroads could not continue this under maintenance, because if they did it would mean the ultimate physical breakdown of the transportation system.

Market for Securities
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the financial condition of the roads enabled such a move.

"I think that the railroads, for their own good, will want to reduce rates eventually, but ample power is in the hands of the Interstate Commerce Commission now to do it," he said. "I think this bill would accelerate the restoration of business conditions and mark the beginning of the real reconstruction."

"This bill, together with the farm export bill just passed by the Senate, ought to mean the beginning of the end of the acute period which we in all parts of the country have had to suffer," Mr. Meyer said.

He emphasized the fact the bill does not contemplate any gift to the railroads. In response to a question by Senator Townsend, Mr. Meyer said he thought there was an emergency necessitating this bill, as a million men were unemployed. Mr. Meyer said that confidence was a big factor in improving the situation.

Urging prompt action, the Railway Business Association, through President Alva B. Johnson, of Philadelphia, sent the committee a letter, which said in part:

Urges Prompt Action
"Rather than contribute even a half hour to the delay the Railway Business Association refrains from offering testimony at your hearing appointed for August 9 and requests instead that this letter be inserted in the record."

"We urge a L-Prompt action. A voluntary vacation for Congress without this enactment would mean an involuntary vacation without pay for hundreds of thousands of industrial employees."

"Separate action. We hope you will exclude serious consideration of amendments not essential to clarify the meaning of the bill. Congress has no mandate of ascertained public purpose to modify any essential principle of the transportation act of 1920. If discussion of general amendments is desired it can be conducted most advantageously on its merits free from confusion with the discharge of a plain governmental obligation, so recognized by the President of the United States, the Secretary of the Treasury, and the Director General of the Railroads. If it should be proposed that Congress at this time abandon its established policy in order to make railway rates by statute instead of through an administrative tribunal created by it, such a reversal of Federal method and practice requires in safety to the public a discussion so thorough that postponement of industrial resumption through the debate is unthinkable."

Swann Urged to Curb Alleged Graft in Garages

Owners' Protective League Asks Certain Dealers Overcharge Motorists and Split

District Attorney Edward Swann yesterday received a committee representing the Garage Owners' Protective League, 137 Fourth Avenue, with a request that measures be taken against certain garage owners, who are alleged to be in collusion with chauffeurs for the purpose of overcharging automobile owners.

The District Attorney was informed that a conspiracy exists under the terms of which chauffeurs receive a commission for bringing in machines, and 10 per cent of the gross amount of the bill for gasoline and supplies.

In consideration of this, it was said, the chauffeur permits the garage owner to pad his bill for supplies as much as 50 per cent a month in many instances. The overcharges are carried into all items of car upkeep, such as shoes, inner tubes and minor repairs.

The District Attorney is now conducting an investigation to discover what garage owners are paying chauffeurs and padding bills to machine owners. It was said yesterday that persons found guilty of this practice will be prosecuted for larceny.

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P.R.R. Shopmen Ready to Go on Strike To-night

Road Announces It Is Prepared for Any Action Employees May Take and Does Not Expect Tie-Up

Negotiations Deadlocked
System Stands Pat on Unwillingness to Wait for Rulings of a Conference

SPECIAL DISPATCH TO THE TRIBUNE
PHILADELPHIA, Aug. 9.—The Pennsylvania Railroad and the line's Federation of Labor appear deadlocked to-night over the question of employees' committees to discuss working agreements with the railway, and Wednesday is being discussed for a beginning of a strike of the system's 35,000 shopmen.

Thus far the railroad has made no move toward complying with an order of the Railroad Labor Board for a conference of the railroad and shopmen by August 10 to arrange a plan for the election of the committees. It was understood the railroad intended to take no action.

The directors of the Pennsylvania were in session all afternoon. It is known that policies to be followed in handling the threatened strike were considered at the conference in great detail.

While both sides were busy today making plans a ruling was made by the United States Railroad Labor Board in Chicago ordering a secret ballot of employees to select a committee for negotiating working agreements with the road officials.

In spite of the fact that officials of the railroad would make no direct comment on the outcome of the directors' meeting, it was known that plans have been made to prevent the cessation of either passenger or freight traffic in the event of a strike.

A large number of new men were taken on at the Altoona shops today. It was said unofficially to-night that the railroad regards as significant the ease with which these men were employed. Not only was it possible to find them in sufficient quantities it was said, but they were willing to come in under present working conditions.

If a strike actually is called, the Pennsylvania system is relying upon three factors to keep its lines open. It was pointed out by officials that

the Altoona shops came to an independent working agreement some weeks ago and will, therefore, be unaffected by the strike, should one be called.

The second factor is the large quantity of rolling stock in good condition, which the railroad claims to have as a reserve.

The third factor is the men which the railroad is counting upon to remain at work in the various other shops in spite of orders from the federation.

On the other hand, the unionized forces, through H. S. Jeffery, their local spokesman, have made it clear that they will give the railroad until midnight Wednesday to come to some agreement or they will call their men out.

"If our demands are not met," said Mr. Jeffery today, "we can effect a complete tie-up of the railroad."

"Cessation of work by the employees at this time would be disastrous and impose many hardships upon multitudes of people, but if it must be done, then well and good; and it will serve one good purpose at least—namely, it will advance government control and operation of the railroads."

Submission of Briefs Ordered in City Bus Suit
Injunction Also Is Sought Against Rockaway Auto Company

Counsel John P. O'Brien, in behalf of the City of New York, and Alfred T. Davidson, for the Third Avenue Railway Company, were ordered by Justice Francis Martin in the Supreme Court, Bronx County, yesterday, to exchange briefs within a week in the case wherein the company asks an injunction restraining the city from operating bus lines in the Bronx. The line now being operated, which parallels the Jerome Avenue street railway line, is particularly aimed at

Justice Martin granted the parties to the suit an additional week in which to submit their briefs to him. In ordering submission of the briefs Justice Martin said that the case resolved itself into a simple question of whether the city has the right to operate the bus line in question.

An order was signed by Justice Gannon, in the Brooklyn Supreme Court, yesterday, calling on Mayor Hylan to show cause next Wednesday why an order should not be issued compelling discontinuance of service by the Rockaway Auto Bus Company. The buses are routed between Rockaway Park, Neponsit and Belle Harbor, Queens. The order was sought by John C. Judge, an attorney, who is spending the summer at Rockaway.

Mr. Judge said the bus company had been organized as a sightseeing concern but that it had developed into a transportation line without a permit. Mr. Judge's interest in the matter was said to be entirely personal.

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High shades in Summer sport silks—plaid and striped wool styles and plain or striped effects in flannel.

Sport Coats and Jackets—\$18, \$25
Formerly to \$65

Of flannel, Jersey and sport silks in light and dark shades; odd sizes, grouped for immediate disposal.

Summer Dresses—\$25, \$35
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Of gingham, chintz, organdie, dimity, dotted Swiss and other Summer fabrics.

Summer Blouses \$7.50—\$8.75—\$12.50
Formerly \$15 to \$35

Of batiste and lingerie with hand drawn frills and real laces, including handmade French styles.

Wool Sweaters \$5 and \$10
Formerly to \$20

Slip-over, Tuxedo and surplice effects in Shetland wool and Chiffon Alpaca in bright shades; plain and drop stitch weaves.

Sport and Country Hats
Formerly \$20 to \$45—\$7.50—\$10—\$15

Remaining Summer styles, large and small effects in straw and felt, with fruit and flower trimmings.

OCEAN TRIPS?
83 passenger vessels scheduled for all ports in the world are listed among the 356 passenger and freight vessels in to-day's
NEW YORK TRIBUNE
Shipping and Travel Guide

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Marsh Music

The mellow whistle of the plover tokens the arrival of the shore bird.

Nimble yellow legs are falling from the marsh.

Gur cases are being unlocked—the curtain goes up on the 16th!

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Decoys and call whistles for all the snipe family.

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Clothes for tennis, polo, camping, fishing, upland and lowland shooting, aviation and general vacation use.

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